	Approved For Release 2008/09/15 : CIA-RDP80)-00810A007700410009-0	25	X1
1	CENTRAL INTELLIGENCE AGENC	REPORT		
	INFORMATION REPO	CD NO.	2	5 X ′
UNTRY	East Germany	DATE DISTR.	8 September 1955	<u>.</u>
BJECT	Railroad Rolling Stock, Trackage, and Personnel	NO. OF PAGES	4	-
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	The following observations were made at R 28 June 1955: a. Two tank shuttle trains each consisting			, Tanka
E d	a. Two tank shuttle trains each consisting were ready for immediate employment by Teutschental. b. Bed Halle was ordered to dispatch 100 Railroad Car Factory, where they were that benches in the form of folding converse being installed in all cars. 2 c. For the handling of credispatched empty to the This crude oil is directlate June, all the tangent that additional crude A speed limit of 50 km is still in force the Magdeburg-Halle railroad line becautrack spikes could not be delivered. The overhead lines for the re-electrification have been mounted but they are not first turbine at the Muldenstein power	g of 15 RRy type flat the Soviets at Halle To be converted into enverted. It was note ts and blackout curta Cars a med 1 1 Boeh pied to R se for the second tra ase the required spec ed Halle-Koethen rai yet in operation. T station was being su	cars e and enburg troop d ins re oaded. len. In so uhland.3 ck of ial lroad he bjected	< 1
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they are again assigned to the pool of reserve locomotives. Since 30 June, RBD Berlin had parked only 25 type 52 column locomotives at Ruednitz. Two commissions have inspected parking facilities there. It is believed that up to 40 column locomotives may be parked at Ruednitz. 6

3. On 27 May, the first of a total of three turbines of the railroad power station at Muldenstein was put into operation. So far the turbine has worked without failure. 7

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breech wedges were to be made at Cottbus by 1 July 1955. A total of 17 cubic meters of timber has been made available by the ministry of Traffic for the manufacture of these wedges which will have to be sent to Finsterwalde (2,000 units), Luckau, Weisswasser, and Drewitz (1,000 units each). 8

5. The following data on leading personnel of RBD Cottbus were received on 20 June: Personnel assigned to the newly established "Bureau of the President" 25**X**1

of RED Cottbus:

Chief

Hans Herbert Schmidt

Deputy Chief Hannes Herold

Chief of the Keidenreich (fnu)
Department
for Locomotives

Chief of the BuV Department Kurt Schenker

Shief of the Sigrid Teichmann Administrative Department

All the personnel of the "Bureau of the President" have been screened regarding their political reliability before being assigned to the posts mentioned. 9

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11.	the locomoti	t. For information on parking facilities used for wes kept as a reserve of the Ministry of Traffic,	20
74.		The locomotives of deactivated locomotive	_25
	column No 3	are being parked at Ruednitz.	25)
√ \7.	Commen	t.	25
	Muldenstein	was ministered in the GER prom.	į
, 8.	Comman	t Whose brook well as which will a	25
البيد	fastening of	t. These breech wedges which will be used for the military vehicles and guns on flatcars probably represent	_
JE .	normal replac	cement for worm out weffges.	
ν ₂ / Ω ₂	Comment	t. Information on the establishment of special "Bureaus	25
	of the Presid	dent" with all RBDs was transmitted previously.	2
		These Bureaus correspond to the "Bureaus of	25
7\	the war. Thes	Plenipotentiary" which had existed until the end of se Bureaus had the mission to cooperate with military	25
	ralircad tran	asportation offices. The "Bureaus of the President" are	
	the counterpa	art of the Soviet Rail Transportation Control Headquarters	
	(voso, and o	he KVP Transportation Control Headquarters.	. 01
10.	Comment	t. Coal dust is required for the special coal dust-firing	2
X	if it is mor	developed in the GDR. The railroads are trying to determine re economical to produce coal dust at stationary or	•
V 1	. mobile instal	lations.	2
11.	Common	When the Commen I are the I	25
	for Soviet tr	t. When the German locomotive columns previously used ransit traffic through Poland were deactivated on 1 July	
	-1954 , a total	of 72 type 50 and 52 locomotives were rented to Poland	
	two years.	cives were scheduled to be returned to Germany within	25
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1. The following observations were made at RBD Halle between 20 and 28 June 1955:

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- a. Two tank shuttle trains each consisting of 15 RRy type flatcars were ready for immediate employment by the Soviets at Halle and Teutschental.1
- b. RED Halle was ordered to dispatch 100 "Gr" cars to the Altenburg Railroad Car Factory, where they were to be converted into troop cars. By late June, 50 cars had been converted. It was noted that benches in the form of folding cots and blackout curtains were being installed in all cars. 2
- c. For the handling of crude oil imports, railroad tank cars are dispatched empty to the USSR from where they are returned loaded. This crude oil is directed to Luctzkendorf. Leuna, and Boehlen. In late June, all the tank space available there was occupied so that additional crude oil shipments must be dispatched to Ruhland.3
- d. A speed limit of 50 km is still in force for the second track of the Magdeburg-Halle railroad line because the required special track spikes could not be delivered.4
- e. The overhead lines for the re-electrified Halle-Koethen railroad line have been mounted but they are not yet in operation. The first turbine at the muldenstein power station was being subjected to test runs. The power station is to be in operation by October 1955. 5 and 7
- 2. On 30 June 1955, it was learned that there was no change in the parking stations for column locomotives kept by the individual RBDs. According to ra; road order, column locomotives are henceforth not to be deactivated longer than eight months. After this period, these locomotives are to be put into operation for short periods before

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3.	On 27 May, the first of a total of three terbines of the railroad power station at Muldenstein was put into operation. So far the turbine has worked without failure. ?	
4.	5,000 breech wedges were to be made at Cottbus by 1 July 1955. A total of 17 cubic meters of timber has been made available by the Ministry of Traffic for the manufacture of these wedges which will have to be sent to Finsterwalde (2,000 units), Luckau, Weisswasser, and Drewitz (1,000 units each). 8	25X1
5.	The following data on leading personnel of RBD Cottbus were received on 20 June: Personnel assigned to the newly established "Bureau of the President" of RBD Cottbus:	25X1
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	Deputy Chief Hannes Herold	
	Chief of the Heidenreich (fnu) Department for Locome lives	
	Chief of the BuV Department Kurt Schenker	
	Chief of the Sigrid Teichmann Administrative Department	
	All the personnal of the "Bureau of the President" have been screened regarding their political reliability before a tag surgard to the posts mentioned. 9	
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By late June, a total of 42 locomotives which had been rented to the Poles were returned. Il Comment. These two tank shuttle trains belong to the group of 13 to 15 such trains which have shuttle train Nos 270 through 23% and which are being kept ready for suployment by the Sovacts. Comment. The conversion of boxcars into troop cars indicates a possibility of major troop shipments. Comment. Crude oil has been delivered by the USSR to GDR hydrogenation plants since April 1955. These oil shipments substitute previous deliveries from Rumania and Hunzary and supplement crude oil imports from Austria. Comment. According to available information, the Halle-Koethen line section has been completed double-track, while the Koethen-kagdeburg section is still being double tracked. The rails used for the construction of the second track have been delivered by the Soviets and are so-called R 50 type rails. Because of the unusual measurements of these rails, they can only be fastened by mean of special spring track spikes which are in short supply in the GDR. Comment. Information on the re-electrification of the Falle-Koethen railread line has been transmitted previously. For last report,		SECRET	25
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6.	comment. For information on parking facilities used for the locomotives kept as a reserve of the Ministry of Traffic,	25X1 25X1
	The locomotives of deactivated locomotive	25 X 1
	column No 3 are being parked at Ruednitz.	25 X 1
7.	Comment. The activation of part of the railroad power station at Muldenstein was mentioned in the GDE press.	25 X 1
8.	Comment. These breech wedges which will be used for the	25 X 1
,	fastening of military vehicles and guns on flatcars probably represent normal replacement for worn-out wedges.	
9.	Comment. Information on the establishment of special "Bureaus	25X1
	of the President" with all REDs was transmitted previously. These Bureaus correspond to the "Bureaus of	25X1
•	the Railroad Plenipotentiary" which had existed until the end of the war. These Bureaus had the mission to cooperate with military	25X1
	railroad transportation offices. The "Bureaus of the President" are the counterpart of the Soviet Rail Transportation Control Headquarters (VOSO) and the KVP Transportation Control Headquarters.	
0.	Comment. Coal dust is required for the special coal dust-firing	25X1
	locomotives developed in the GDR. The railroads are trying to determine	
	if it is more accommical to produce coal dust at atationary or mobile installations.	25 X 1
1.	Comment. When the German locomotive columns previously used for Soviet transit traffic through Poland were deactivated on 1 July	25 X 1
	1954, a total of 72 type 50 and 52 locomotives were rented to Poland.	
	These locomotives were scheduled to be returned to Germany within two years.	25 X 1
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